

# **Grant Summary**

**Date:** 09/07/2016

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**Grant Type:** Transportation Alternatives Program

Grant Number: 2015076

Section	Applicant	Description (rpt)	Current Grant Amount	Total Match	Grant Percentage Status	Grant Year
01	Kent County Road Commission	Fred Meijer Kenowa Trail Connector	\$656,600.00	\$281,400.00	70.00% Proposed	2017
Total:			\$656,600,00	\$281.400.00	70.00%	

#### **Section Grant Section Description**

01 FISCAL YEAR 2017 MDOT TAP CONDITIONAL COMMITMENT (issued 9/6/16):

The Kent County Road Commission, in partnership with Georgetown Township, Byron Township, and Jamestown Charter Township, will construct the Fred Meijer Kenowa Trail Connector for 1.6 miles along Kenowa Avenue from Quincy Street (68th Street) to Barry Street (56th Street), directly connecting existing trails. Kenowa Avenue is the dividing road between Kent County and Ottawa County (Kenowa). The project includes a combination of separated shared use paved pathway and paved shoulders, as well as transition signage to educate users at the transition points between separated pathway and paved shoulders. The grant scope also includes: boardwalk, safety fencing, way finding signage, and permanent root control measures.

The project represents a coordinated effort by the three townships in cooperation with two counties to build and maintain the trail. This trail will provide non-motorized connections between approximately 110 miles of shared-use trails in the Holland/Lakeshore Area and approximately 900 miles of shared-use trails in the metro Grand Rapids area. Metro Grand Rapids is also connected to the wider west Michigan region by other nonmotorized trails, and this project will further improve and enhance connectivity for the west Michigan region, positively impacting bicycle tourism and local economic development.

The total cost of construction is \$938,000, with \$656,600 in federal TAP funds and \$281,400 in local match. Local match consists of \$93,800 from each township: Georgetown Township, Byron Township, and Jamestown Charter Township. ms

## **Job Phase Summary**

Section	Job/Phase	Est Grant Amount	Auth Grant Amount	CTD Grant Amount	Route	Work Description	Location Description	Financial Stage/Status	FinSys
01	132315(A)	\$656,600.00			Kenowa Trail		Quincy St (68th) to Barry St (56th), Jamestown Twp	New / Requesting	TA

Total: \$656,600.00



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#### **Nonmotorized Funding Condition**

This project must be designed and constructed in accordance with the standards in the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012 edition. The standards for off-road trails include a minimum 10' width with a minimum of 2' clear zone on each side. The standards for bridges or boardwalks include a minimum 14' width between rub rails. In addition, bridges and boardwalks should meet a minimum H-10 design load rating. For roadways with no curb and gutter, the standards for on-road paved shoulders include a minimum 4' width facility on each side of the road. If parking is permitted, the standards for bike lanes include a minimum width of 5'. The project must also be designed and constructed in accordance with the Michigan Manual on Uniform Traffic Control Devices (MMUTCD).

#### **Special Condition**

The construction project must include transition signage to educate users at the transition points between separated pathway and paved shoulders. This shall not be vertical regulatory signage, nor shall it face the road. It shall be lower educational signage on pedestals designed to be viewable from a wheelchair. Work with MDOT Local Agency Programs to develop acceptable signage.

#### **Funding Condition**

Transportation Alternatives Program (TAP) funding is conditional upon the items mentioned in the correspondence from the MDOT Office of Economic Development conveying the conditional commitment, supporting documentation, as well as fund availability. Federal transportation funding could be subject to congressional approval of a rescission, reducing or eliminating the remaining unobligated funds. The amount of TAP funding that Congress has authorized for expenditure is provided on a first come, first served basis to the projects that have completed the steps necessary to request federal fund authorization from the Federal Highway Administration. These steps typically include submitting completed plans, a cost estimate, specifications, and obtaining all necessary permits, clearances, an executed agreement, and matching funds.

## **Important Note on TAP Funding for Local Agencies**

Federal TAP funds shall be applied to the eligible items of the total participating project cost up to the lesser of: (1) the TAP grant amount, or (2) an amount such that 80 - 81.85 percent, the maximum federal participation ratio for such funds, is not exceeded at the time of the award of the construction contract. The balance of the participating project cost, after deduction of TAP Funds, shall be the responsibility of the grant applicant. All of the non-participating cost shall be the responsibility of the grant applicant. In addition to the limits mentioned above, TAP funds are capped at the applicable low bid amount and shall not be applied to any extra construction costs or construction over-runs; these costs shall be the responsibility of the grant applicant.

## **Implementation Requirement**

This project must be let through the Michigan Department of Transportation (MDOT) Letting Process.